

COUNTY OF YORK

MEMORANDUM

DATE: August 12, 2005 (PC Mtg. 8/24/05)

TO: York County Planning Commission

FROM: Timothy C. Cross, AICP, Principal Planner

SUBJECT: York County Comprehensive Plan Update – *Charting the Course to 2025*

On August 24, 2005, the Planning Commission will conduct a public hearing on the proposed revised and updated Comprehensive Plan – *Charting the Course to 2025*. This document has been developed and recommended to the Commission by the Comprehensive Plan Review Steering Committee, chaired by Mr. Barba. As noted in Mr. Barba's July 27th transmittal letter to the Commission, the recommended plan represents the culmination of a yearlong process that provided numerous opportunities for public input and review and that involved extensive discussion and deliberation by members of the Steering Committee. On behalf of all the County staff members who have been involved in this process, we commend the members of the Steering Committee and the public who have devoted their time and efforts to developing the recommendations contained in the draft document.

The *Code of Virginia* requires that localities adopt a comprehensive plan and that the plan be reviewed and updated, if necessary, every five years. The Planning Commission is charged under the terms of Section 15.2-2230 with conducting this review and determining whether amendments are necessary. The review conducted on the Commission's behalf by the Steering Committee did, in fact, determine that certain revisions should be considered, and they are contained in the revised document (dated July 27) distributed for review and discussed at the Commission's August 3rd work session. In accordance with Code requirements, the Commission must conduct a public hearing before taking action on the proposed document and passing its recommendation on to the Board of Supervisors.

At the August 3rd work session the Commission was briefed on the major provisions of the recommended Plan and the principal changes were highlighted. Those changes are summarized in two attachments to this memorandum:

- a comparison of the goals, objectives and implementation strategies contained in the current and proposed plans; and
- a summary of the proposed changes to the land use designations contained in the Land Use element of the recommended Plan.

In addition to these changes, the Committee has proposed several strategies that represent a somewhat different policy approach to certain issues. These are outlined below.

- *An increased emphasis on and opportunity for mixed-use development.* This recommendation is intended to recognize the market forces and demographic changes that are making mixed-use development an attractive alternative to

conventional development practices that separate and isolate different types of residential uses and residential uses from commercial uses. Properly planned and executed mixed-use developments promote diversity in the housing stock, integrate open space and recreation space into the community design, provide opportunities to live, work, shop, and recreate in the same compact area – without dependence on automobile travel, and generally provide for a more efficient and aesthetically pleasing use of land. The Plan designates a number of areas as having potential to be considered for mixed-use development.

- *Identification of specific transportation system improvements, including recommendations for widening certain existing roads and establishing new road connections/corridors to improve access in certain areas.* Specific improvements include the following:
 - widening Interstate 64 from 4 to 6 lanes west of the Water Country interchange;
 - widening Route 17 from 4 to 6 lanes;
 - widening Route 105 from 2 to 4 lanes;
 - widening Route 171 from 2 to 4 lanes east of Route 134;
 - widening Big Bethel Road from 2 to 4 lanes south of Route 134, and potentially from Route 134 to Route 171;
 - widening Queens Creek Road to improve traffic carrying capacity and inclusion of sidewalks, and interconnection of streets to provide alternate routes of travel other than Queens Creek Road;
 - extension of Mooretown Road north of Lightfoot Road to the James City County line through any future development of the lands currently owned by the Williamsburg Pottery; .
 - a new connecting corridor between Barlow Road and Fenton Mill Road incorporated into any development of the acreage situated between those roads;
 - a connection between Waller Mill Road and Bypass Road or Route 132 to provide alternate access (other than Waller Mill Road) to any future development on the acreage currently owned by the Colonial Williamsburg Foundation;
 - a connection between the Grove interchange and Route 199 on the northeast side of Interstate 64 to improve access to the vast acreage designated Economic Opportunity;
 - a connecting road between Hornsbyville Road and any future extension of Fort Eustis Boulevard east of Old York-Hampton Highway;
 - a connection, if environmentally feasible, between Seaford Road and the water-oriented commercial development at the east end of Shirley Road;
 - a connection between Yorkville Road and Charles Road, potentially as an extension of Whispering Way, in order to provide alternate access to the existing residential areas at the end of Yorkville Road;
 - a connection between Denbigh Boulevard and Fort Eustis Boulevard, incorporating the Independence Boulevard corridor now under construction and an improved segment of Richneck Road;

- maintaining the Oriana Road connection between Route 17 and Denbigh Boulevard, whether on the existing alignment tunneled under any future airport runway extensions or on a new alignment routed on the west side of the Harwoods Mill Reservoir; and
 - a connection between Commonwealth Drive and Route 17 at the Coventry Boulevard intersection extending through any development that occurs in that area.
- *An increased focus on ensuring affordable housing opportunities, proposed to be accomplished by the creation of an Affordable Dwelling Unit Program pursuant to the enabling legislation provided in the State Code (§15.2-2305).* This recommendation proposes that such a program be developed within three years of the date of Plan adoption, which means the target for accomplishment likely would be by the end of 2008. This type of program would go beyond the basic incentives offered under the AHIP (Affordable Housing Incentive Provisions) contained in the current Planned Development section of the Zoning Ordinance. They would provide for the establishment of strict pricing controls and would require that those controls, adjusted for economic conditions, remain in place for a period of 50 years. The Committee was of the opinion that this type of program is necessary if the County is to be successful in encouraging the development of moderately priced housing.
 - *An increased focus on blight reduction and property maintenance.* This recommendation proposes that the County adopt and enforce Part III of the Virginia Uniform Statewide Building Code – often referred to as the minimum housing code, although it would also apply to commercial structures. These provisions would allow the County to enforce regulations requiring appropriate levels of maintenance for existing structures, thus helping to maintain appearances and property values.

Also in the area of blight reduction, the Plan recommends that the County implement a program to encourage and facilitate enhancement and redevelopment of abandoned and unsightly properties, whether through outright purchase or through negotiation of maintenance easements, and that a dedicated funding source to accomplish this be established by the 2008 Fiscal Year.

- *Development of a Greenway system.* This recommendation proposes that a coordinated system of walkways, bikeways, open space, linear parkland, and other natural areas be designed and implemented with the objective of creating a continuous “greenway” from one end of the County to the other, and with “spurs” running from that spine system to provide connections to schools, park facilities and residential areas. The Plan suggests a conceptual alignment for such a system and recommends that its development be supported by a dedicated funding source.
- *Increased emphasis on historic resources.* The Plan includes a new separate chapter dealing with the County’s historic resources and recommending ways that those resources can be protected and enhanced.

- *Increased emphasis on hazard mitigation.* This recommendation proposes that the Peninsula Regional Hazard Mitigation Plan be incorporated as part of the Plan, by reference, once it is adopted. The mitigation planning process, which is a cooperative effort among the Peninsula jurisdictions, is a federal requirement and prerequisite to obtaining federal disaster mitigation funds in the future and its eventual adoption, which will be through separate action of each of the participating governing bodies, will ensure the County's eligibility to compete for those funds.

In addition to these changes proposed by the Steering Committee, staff has since identified several objectives and strategies in the 1999 adopted plan, mainly in the Utilities element, that inadvertently were not carried forward into the draft 2005 plan. These have been noted in italics in the attached comparison matrix, and staff recommends that they be added to the draft plan where appropriate.

CONCLUSIONS/RECOMMENDATION

Staff is of the opinion that the Steering Committee has prepared a well-thought out recommendation. The Committee provided numerous opportunities for citizen input and gave careful consideration to all of the comments received. These comments, as well as information presented by County staff and other resource people, and the observations, input, and conclusions of the Steering Committee members were considered in developing the recommended Plan. The vision expressed in the Plan represents the synthesis of all of this input, as articulated by the Steering Committee.

Undoubtedly, the Commission will receive comments and concerns at the public hearing about specific provisions and recommendations in the proposed Plan. Accordingly, staff recommends that the Commission defer action and recommendation to the Board of Supervisors until the comments and issues raised at the public hearing can be discussed. Staff recommends that this discussion occur at a work session in conjunction with the September 14th meeting, with final action to be considered as a part of the September 14th regular meeting agenda.

Attachments

- Comparison matrix
- Summary of proposed Land Use Map changes

Comprehensive Plan Comparison Matrix

The following matrix compares the Visions, Goals, and Strategies as they appear in the current *Comprehensive Plan* (adopted in 1999) with the proposed Goals, Objectives, and Implementation Strategies as they appear in the draft plan (dated July 27, 2005) currently under review. The current plan recommendations are listed in the left-hand column, and the right-hand column shows how the 1999 recommendations are incorporated into the draft 2005 plan. In many cases no change has been proposed, while in other cases recommendations have been revised or moved to a different section of the plan. Finally, some of the 1999 recommendations are proposed to be deleted because they either have been accomplished or have been determined by the Steering Committee to no longer be applicable. Please note that numbering is for reference only and does not correspond to the numbering in the plan.

ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
COMMUNITY FACILITIES			
Vision		Goal	
1	York County should be a community where the citizens feel safe from crime, receive prompt and effective emergency services when needed, and have convenient access to public facilities at appropriate locations to serve them economically and efficiently.	No change	
Goals		Objectives	
2	Coordinate the location and timing of public facilities in recognition of existing and anticipated needs and characteristics – including the age distribution and location – of present and projected future populations.	No change	
3	Avoid wasteful duplication of effort in the construction and operation of public facilities.	No change	
4	Maintain historic Yorktown as the seat of County government.	No change	
5	Make optimum use of existing court and office space.	No change	
6	Provide Sheriff’s facilities to accommodate manpower levels sufficient to provide prompt and effective crime protection, prevention, and law enforcement to all areas of the County.	No change	
7	Provide detention/correctional facilities of sufficient capacity to house securely and safely the County’s future adult and juvenile inmate population.	No change	
8	Provide fire stations to accommodate manpower levels sufficient to provide prompt and effective fire and emergency medical response to all areas of the County.	No change	
9	Maintain a five-minute average fire and emergency response time to at least 90% of the County’s land area.	Deleted – Information pending	
10	Achieve higher levels of excellence in library service.	No change	
11	Provide convenient library service to all areas of the County.	No change	

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
12	Provide for a range of recreational facilities and activities adequate in number, type, size, and location to accommodate the needs of County residents.	No change	
13	Increase use of New Quarter Park	Completed	
14	Ensure that athletic fields and other recreational facilities are well-maintained	No change	
15	Provide a learning environment that is conducive to the education of all present and future school-age children in the County.	No change	
16	Achieve and maintain the following overall student/classroom ratios and program capacity guidelines at each school:	Numbers revised to reflect current School Board guidelines.	
<u>SCHOOL LEVEL</u>	<u>STUDENT/CLASS-ROOM RATIOS</u>	<u>PROGRAM CAPACITY</u>	<u>CA-GUIDE-LINES</u>
Elementary:	22:1	350-700 students	
Middle:	23:1	700-1000 students	
High:	25:1	1200-1800 students	
		<u>SCHOOL LEVEL</u>	<u>STUDENT/CLASS-ROOM RATIOS</u>
		Kinder.	20:1
		1 st – 2 nd	22:1
		3 rd – 5 th	25:1
		6 th – 8 th	25:1
		9 th – 12 th	25:1
17	Optimize use of school facilities and grounds.	No change	
18	Promote lifelong learning.	No change	
Strategies		Implementation Strategies	
19	Use the <u>Comprehensive Plan</u> to guide the budgeting of County funds for capital improvement projects.	No change	
20	Annually review and update, with a resolution from the Planning Commission to certify its conformance with the Comprehensive Plan, the six-year Capital Improvements Program.	No change	
21	Provide public buildings that set an example for quality development in the County.	No change	
22	Provide regular, ongoing review, maintenance, and repair of all public buildings.	No change	
23	Where feasible, cooperate with neighboring localities to establish and maintain regional public facilities for the use of residents of multiple jurisdictions.	No change	
24	Design public buildings to accommodate a variety of uses.	No change	
25	Develop a space-saving computer-based method of storing and retrieving County files and records.	Continue to use technology to improve on space-saving computer-based methods of storing and retrieving County files and records.	
26	Develop a pilot program to test the feasibility of allowing some County employees to work from their homes (i.e., telecommute) using modern technology.	Develop a pilot program to test the feasibility of allowing some County employees to work from their homes (i.e., telecommute) using modern technology as a means of alleviating pressures for additional office space.	
27	Evaluate the need for and feasibility of establishing Sheriff's substations in strategic locations, such as the upper County, Lackey, and Tabb.	Evaluate the need for, feasibility, and potential effectiveness of establishing Sheriff's substations in strategic locations throughout the County.	

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
28	Locate and design fire stations in such a way as to provide opportunities for expansion of service as necessary based on future population growth and development patterns.	No change
29	Continue to cooperate with neighboring localities and area military installations through mutual emergency aid agreements providing for the sharing of resources in the event of a major fire or other disaster.	No change
30	Provide greater opportunities for the training of County fire and rescue personnel.	No change
31	Consider the needs of the Fire and Rescue Service with regard to roadway access and water availability prior to approval of development plans and in all decisions regarding utility extension and roadway construction.	No change
32	Expand the number and range of library books, tapes, periodicals, and other materials as necessitated by population growth, public demand, and technological changes.	No change
33	Continue the current practice of contributing funding to the Williamsburg Regional Library system in exchange for service to York County residents.	No change
34	Provide state-of-the-art on-line access to the library services of York County.	Maintain state-of-the-art on-line access to the library services of York County.
35	Complete implementation of the "school/park" concept to enhance recreational use of school sites.	Continue implementation of the "school/park" concept to enhance recreational use of school sites.
36	Develop a comprehensive parks and recreation master plan to coordinate the long-range acquisition of sufficient acreage for additional recreation facilities and public access to waterfront areas to meet the existing and future demands for both public and private recreation programs.	Develop a comprehensive parks and recreation master plan to coordinate the long-range acquisition of sufficient acreage for recreation facilities and public access to waterfront areas to meet the existing and future demands for both public and private recreation programs.
37	Develop a community center with meeting rooms, recreational facilities, kitchen facilities, and multi-purpose rooms.	Consider the need for and feasibility of developing a public space for community events requiring meeting rooms, kitchen facilities, and multi-purpose rooms.
38	Provide for the particular needs of the young, the elderly, and the physically and sensory challenged when planning for recreational facilities.	Provide for the particular needs of the young, the elderly, and the disabled when planning for recreational facilities.
39	Consider the recommendations of the Hampton Roads Planning District Commission (HRPDC) Regional Shoreline Study for increasing public recreational and boating access to waterways.	Consider the need for and feasibility of increasing public recreational, fishing, and boating access to waterways.
		Explore opportunities to work with the National Park Service to increase public recreational, fishing, and boating access to waterways.

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
40	Under the direction of the Parks and Recreation Advisory Board, explore the feasibility of <ul style="list-style-type: none"> • developing athletic fields on the County's two former landfill sites, and • expanding existing recreational facilities. 	See #36 above
41	Identify and recognize private and other non-County facilities and programs that help meet the recreational demands of County residents.	Increase public awareness about private and other non-County facilities and programs that help meet recreational demands of County residents.
42	Promote the provision of open space and recreational facilities in new residential development.	No change
43	Explore the feasibility of a public boat launch site on Chisman Creek.	Consider the need for and feasibility of increasing public recreational, fishing, and boating access to waterways.
44	Open New Quarter Park to the general public for both passive and active recreation purposes on a regular basis.	Accomplished
45	Develop a master plan for New Quarter Park to provide additional facilities consistent with the goals of the Chesapeake Bay Preservation Act and the Chesapeake 2000 agreement.	Accomplished
46	Take athletic fields out of use on a rotating basis.	Deleted – this is done as an operational procedure as necessary. The demand for fields is so great that to take them out of use on a rotating basis would not be practical.
47	Consider the general boundaries of residential neighborhoods and their proximity to schools in establishing school attendance zones.	No change
48	Review school enrollment projections every three years.	No change
49	Before approving rezonings and planned developments, consider their potential impact on the school system so as to minimize school crowding.	No change
50	Provide a cafeteria and gymnasium in every school.	No change
51	Provide regular, ongoing review, maintenance, and repair of school buildings.	No change
52	Support and strengthen the vo-tech school program with private sector assistance in the development of the school curricula.	Support and strengthen the vocational and technical school program with private sector assistance in the development of the school curricula.
53	Provide for regional alternative education programs.	No change
54	When feasible, alleviate school overcrowding through revisions to school attendance zones as long as there is excess school capacity at the appropriate grade level in the system.	No change

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
55	Install portable classrooms to alleviate temporary overcrowding (i.e., three years or less).	No change
56	Alleviate long-term overcrowding by optimizing school capacity through permanent additions to and modifications of existing schools.	No change
57	Build new schools if and only if capacity deficits are projected to exceed the minimum program capacity level at the appropriate grade level for five or more years.	No change
58	Encourage future magnet programs, if any, to be located where excess capacity exists.	No change
59	Maintain the formal written agreement between the School Board and the Board of Supervisors providing for the sharing of recreational facilities on school grounds and setting specific terms for their use.	No change
60	Participate with neighboring localities in providing for regional “continuing education” programs for adults – such as the Regional Partnership for Continuing Education and Peninsula Workforce Center at Thomas Nelson Community College – in York County and throughout the Peninsula.	No change
		New Implementation Strategies
61	N/A	Evaluate the need for and feasibility of constructing a warehousing center for the storage needs of County departments.
62	N/A	Provide greater opportunities for the training of County emergency services and administrative personnel in a strategically central location by assessing the feasibility of creating a stand-alone training facility.
63	N/A	Continue to place lighting at County athletic fields to increase usage beyond daylight hours.
64	N/A	Provide greater opportunities for the training of County law enforcement personnel.
ECONOMIC DEVELOPMENT		
Vision		Goal
65	York County should be a community with a healthy and diverse economic base that provides well-paying jobs and generates sufficient revenue to pay for the service needs of both businesses <i>and</i> the citizens without detracting from the natural environment or the overall quality of life.	Build a healthy and diverse economic base that provides well-paying jobs and generates sufficient revenue to pay for the service needs of both businesses and the citizenry without detracting from the natural environment or the overall quality of life.

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
Objectives		Objectives	
66	<p>Expand York County's tax base in accordance with the following targets:</p> <ul style="list-style-type: none"> • Increase the commercial and industrial proportion of York County's total tax revenue to 50%. • Increase the combined share of nonagricultural civilian employment represented by the Manufacturing, F.I.R.E. (Finance-Insurance-Real Estate), Transportation-Communication-Public Utilities, and Wholesale Trade sectors. 	<p>Continue to expand York County's commercial and industrial tax base.</p> <p>Target has been met.</p> <p>Target has been met.</p>	
67	Enhance the long-term visual attractiveness of the County's arterial roadways.	No change	
68	Increase visitation to York County.	No change	
69	Increase public awareness of the importance of economic development to York County.	Accomplished	
70	Expand job opportunities for York County's high school graduates.	No change	
71	Promote York County as an attractive location for economic development.	No change	
72	Exploit, upgrade, and extend existing rail linkages in York County to promote industrial and warehousing uses.	No change – changed from an Objective to an Implementation Strategy	
73	Eliminate unnecessary delays in the review of economic development projects.	Accomplished	
74	Encourage creativity in the design of economic development projects.	Deleted	
		New Objective	
75	N/A	Encourage mixed-use development in appropriate areas.	
Strategies		Implementation Strategies	
76	<p>Participate with the private sector in the development of two or more business/industrial parks in the County, with primary emphasis on the following:</p> <ul style="list-style-type: none"> • Constructing industrial shell buildings in strategic locations as market opportunities arise. • Improving vehicular access and assisting in the cost of public sewer and water extension to Economic Development Priority Areas. 	Participate with the private sector in the development of two or more business/industrial parks in the County, with primary emphasis on improving vehicular access and assisting in the cost of public sewer and water and stormwater management facilities in economic development priority areas.	
77	Assist existing businesses with sewer and water extensions that will facilitate their retention and/or expansion.	No change	

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
78	Encourage the adaptive re-use of existing vacant commercial properties by utilizing all available tools and techniques, such as offering performance-based tax and regulatory incentives.	Promote the adaptive re-use of existing vacant, blighted commercial properties in key, highly visible locations by purchasing selected properties, demolishing existing structures, improving the sites, and preparing them for redevelopment by the private sector.	
79	Continue to require landscaping and, to the extent practical, the retention of existing trees and vegetation in all new development and redevelopment.	Continue to require landscaping and preservation of existing trees and vegetation in all new economic development and redevelopment.	
80	Undertake public improvements to the York County segments of Williamsburg area corridors, including Richmond Road, Bypass Road, Second Street, and Merrimac Trail.	Continue the Route 17 revitalization effort and extend it to other commercial corridors, including Bypass Road, Merrimac Trail, and Second Street.	
81	Continue the Yorktown revitalization effort with initial emphasis on public improvements to the historic village of Yorktown and other historic sites in the County.	Continue the Yorktown revitalization effort with emphasis on public improvements to the historic village of Yorktown and other historic sites in the County.	
82	Participate in the development of events and facilities designed both to bring visitors into the area during the shoulder seasons or off-season and to encourage visitors to remain longer.	No change	
83	Publish at least one article in each issue of the <u>Citizen News</u> publicizing business and its importance in York County's economy.	Accomplished	
84	Develop a "Focus on Business" segment as a regular feature on the "County Courier" program on York County's cable channel 36.	Deleted	
85	Promote and support linkages between the secondary and higher education systems and business and industry to ensure that the needs of both employers and potential employees are being addressed.	Deleted	
86	Publicize the high quality of the County's labor force as an inducement for prospective new businesses in the County.	Accomplished	
87	Refine the IDA's database of available non-residential properties for marketing purposes.	Upgrade the County's Economic Development web site for marketing purposes.	
88	Support the development of state-of-the-art telecommunications facilities in appropriate locations in the County.	No change	
89	Actively work with regional entities and local colleges and universities to develop and promote regional strategies and plans that will benefit the economic well-being of York County, the Virginia Peninsula, and Hampton Roads.	No change	
90	Foster mutual communication and cooperation among the County, the IDA, and the York County business community.	No change	
91	Aggressively pursue the conversion of surplus state and federal lands for economic development.	Accomplished	

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
92	Negotiate with the Commonwealth of Virginia to convert the State Fuel Farm on Peniman Road for an economically beneficial use.	Accomplished
93	Continue to replenish the Industrial Development Authority's Capital Fund for economic development.	Continue to replenish the Economic Development Authority's Capital Fund for economic development.
94	In concert with the U.S. Navy, determine the feasibility of modernizing and using the Cheatham Annex spur line to serve privately held industrial property adjacent to it. If determined feasible, preliminary engineering for such modernization should be performed.	Deleted. Spur line has been decommissioned and tracks are to be removed.
95	Provide opportunities for the mixing and integration of different types of uses--both business and residential--within a single development under a coherent overall master plan.	No change Amend the Zoning and Subdivision Ordinances to remove barriers to mixed-use development that allows the integration of different types of housing units (i.e., single-family detached, townhouses, duplexes, condominiums, apartments, etc.) with each other and with businesses within a single pedestrian-oriented development under a coherent overall master plan.
96	Review the Zoning Ordinance for opportunities to allow greater flexibility in the design of commercial and industrial projects, particularly at strategically located nodes.	Deleted – Zoning Ordinance has been reviewed and modified multiple times since the adoption of the 1999 Plan with the objective of enhancing business development.
ENVIRONMENT		
Vision		Goal
97	There should be a balance between York County's natural and built environment that positively contributes to the quality of life of both current and future generations.	Establish and preserve a balance between York County's natural and built environment that positively contributes to the quality of life of both current and future generations.
Objectives		Objectives
98	Preserve and protect environmentally sensitive areas and natural resources from the avoidable impacts of land use activities and development.	No change
99	Enhance public awareness and understanding of the importance of environmental conservation and preservation.	No change
100	Improve air quality.	Achieve and maintain regional attainment with the National Ambient Air Quality Standards.
101	Ensure that land development occurs in recognition of the ability of the land to support such development without environmental degradation.	No change
102	Maintain open space requirements within developing areas for purposes of wildlife habitat and the preservation of ecologically sensitive areas.	No change – changed from an Objective to an Implementation Strategy: "Maintain open space requirements within developing areas."
103	Ensure the conservation and enhancement of adequate and safe future water supply areas.	No change

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
104	Ensure existing and proposed public and private access facilities (docks and piers) do not have a negative impact on water quality.	No change
105	Protect coastal wetlands, marshes, rivers, inlets and other bodies of water from degradation associated with land development.	No change
106	Protect shoreline property from erosion in a cost-effective manner that preserves and enhances shoreline resources, water quality, wetlands, riparian buffers, and wildlife habitat	No change
107	Minimize the need for streambank and shoreline erosion controls.	No change
108	Limit noise associated with nonresidential development.	Limit noise associated with nonresidential development and highway traffic.
109	Achieve a 50% recycling rate.	No change
110	Provide for the convenient, efficient, and safe removal and disposal of leaves and yard debris.	No change
111	Expand markets for recycled and recyclable products.	No change
		New Objective
112		Promote compatible land use and development in areas where aircraft noise exceeds acceptable levels as determined by the Department of Housing and Urban Development.
Strategies		Implementation Strategies
113	Continue to implement special development regulations to protect natural resources areas, including low-lying areas, areas with steep slopes, tidal and nontidal wetlands, Chesapeake Bay Preservation Areas, areas identified by the Virginia Department of Conservation and Recreation, Division of Natural Heritage in the <u>Natural Areas Inventory of the Lower Peninsula of Virginia</u> , and areas containing hydric or shrink-swell soils.	Changed from a Strategy to an Objective: "Continue to implement special development regulations to protect natural resources areas, including low-lying areas, areas with steep slopes, tidal and nontidal wetlands, Chesapeake Bay Preservation Areas, and areas identified by the Virginia Department of Conservation and Recreation, Division of Natural Heritage in the <i>Natural Areas Inventory of the Lower Peninsula of Virginia</i> ."
114	Continue to require that development plans identify environmental constraints and opportunities and show how environmental impacts will be mitigated.	No change
115	Consider using public properties, such as parks and watershed areas, as living laboratories to educate school children about environmental conservation and preservation with such activities as nature hikes and observations, environmental experiments, wetlands delineation activities, etc.	No change
116	Collaborate with civic groups and community organizations on environmental restoration projects to encourage stewardship.	No change

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
117	Continue to support the Drainage Advisory Committee and provide educational materials concerning environmental conservation and preservation.	Continue to support the Stormwater Advisory Committee and provide educational materials concerning environmental conservation and preservation.	
118	Encourage the School Division to provide, beginning with the class of 2005, a meaningful Bay or stream outdoor experience, such as a field trip, for public school students in accordance with the Chesapeake 2000 Agreement.	Encourage the School Division to provide a meaningful Bay or stream outdoor experience, such as a field trip, for public school students in accordance with the Chesapeake 2000 Agreement.	
119	Continue to actively participate in all air pollution committees and boards deemed necessary by the Board of Supervisors, such as the Hampton Roads Air Pollution Control District Committee.	Continue to support regional air quality initiatives through active participation in the Hampton Roads Air Quality Committee and the Inter-agency Consultation Group for Hampton Roads.	
120	Continue to discourage the recruitment of industries that emit high levels of air pollutants.	No change	
121	Pursue activities and strategies, including public education efforts, that decrease air pollutants within the Hampton Roads region.	No change	
122	Prohibit the open burning of leaves and yard debris in proximity to homes and other structures.	Continue to prohibit the open burning of leaves and yard debris in proximity to homes and other structures.	
123	Promote alternative modes of transportation that do not rely on single-occupant vehicles, such as mass transit, car-pooling, ride-sharing, bicycling, and walking.	Promote transportation modes and strategies that reduce the number of vehicle miles of travel (VMT) on the region's road network, including mass transit, HOV lanes, ride-sharing, bicycling, and walking.	
124	Promote site design and land development that blends appropriately with natural features and terrain.	No change	
125	Consider working with neighboring localities through the Hampton Roads Planning District Commission to develop a specific carrying capacity model.	Deleted – the transportation planning process and technical advice provided by and through HRPDC adequately address this issue.	
126	Retain natural physical features, forests, and woodland areas throughout the development process.	No change	
127	Maintain tree preservation requirements for all new development.	No change	
128	Continue to encourage the use of conservation easements as a means of protecting and preserving areas with desirable or sensitive environmental or aesthetic qualities, especially shoreline and groundwater recharge areas.	Working with land conservancies, such as the Virginia Outdoors Foundation and the Williamsburg Land Conservancy, contribute funding for the purchase of conservation easements as a means of protecting and preserving areas with desirable or sensitive environmental or aesthetic qualities, especially shoreline, Resource Protection Areas and groundwater recharge areas.	
129	Identify potential sources of groundwater and surface water contamination and develop mitigation plans and procedures.	No change	

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
130	Monitor the septic tank pump-out program and pursue criminal penalties for non-compliance.	No change
131	Continue enforcement of the requirements of the Watershed Management and Protection Area Overlay District including water quality and vegetative buffers to protect potable water reservoirs.	No change
132	Support the Virginia Department of Environmental Quality's mandate to prevent destruction of non-tidal wetlands understanding they are important groundwater recharge areas.	No change
133	Continue to enforce appropriate methods of construction early in the development process to control sedimentation, pollutant loading, and stormwater runoff, especially where development takes place in close proximity to water bodies.	Continue to require appropriate construction methods to control sedimentation, pollutant loading, and stormwater runoff, especially where development takes place in close proximity to water bodies.
134	Ensure that redevelopment of existing waterfront facilities will reduce non point source pollution and proposed shoreline access will address water quality issues consistent with the Chesapeake Bay Preservation Act.	No change
135	Encourage community piers in new waterfront housing developments.	Encourage community piers and commonly owned shoreline open space in new waterfront housing developments.
136	Adopt policies to implement the Hampton Roads Planning District Commission (HRPDC) <u>Regional Shoreline Study</u> .	No change
137	Implement the guidelines in the Virginia Marine Resources Commission <u>Shoreline Development BMPs Handbook</u> for construction methods and siting criteria.	No change
138	Consult the Marina Technical Advisory Program (MTAP), available through the Virginia Institute of Marine Science, on marina siting and design issues related to best management practices, water quality, and technical support for marinas.	No change
139	Monitor and develop clean-up strategies for illicit discharges.	No change
140	Develop and implement a program for re-inspection of Best Management Practices.	Continue the implementation of the re-inspection program of Best Management Practices.
141	Obtain the stormwater discharge permit in accordance with the NPDES Phase II program.	Continue to enforce the condition of the County's stormwater discharge permit in accordance with the NPDES Phase II program.
142	Develop and adopt a stormwater management ordinance with water quality requirements.	No change
143	Update and continue to rigorously enforce the Erosion and Sediment Control Ordinance to reduce sedimentation and degradation of surface waters.	Continue to rigorously enforce the Erosion and Sediment Control Ordinance to reduce sedimentation and degradation of surface waters.

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
144	Continue to participate in the York River Tributary Strategies effort as a means of improving water quality.	No change
145	Reduce the non point source pollutant loading from stormwater runoff on County projects and use indigenous and low-maintenance landscape materials.	No change
146	Continue to participate in the Household Chemical Collection System to encourage the safe disposal of chemicals that might otherwise be disposed of via storm drains and dumping.	No change
147	Encourage applicants for shoreline erosion control projects to seek assistance from the Shoreline Erosion Advisory Service.	Deleted – The Shoreline Erosion Advisory Service no longer serves this function.
148	Encourage property owners to utilize non-structural erosion control measures, such as re-grading and re-vegetation, to address slight to moderate erosion and to utilize structural measures when erosion is severe and threatens property.	No change
149	Encourage the coordination of shoreline erosion control measures among adjacent property owners.	No change
150	Ensure that vegetative buffers are retained, enhanced, or established.	No change
151	Ensure that drainage patterns are not altered to concentrate stormwater flow in erodible streams.	No change
152	Encourage Low Impact Development and conservation design to reduce impacts to receiving downstream resources.	No change
153	Employ Zoning Ordinance performance standards and other regulatory controls where applicable to minimize noise impacts of nonresidential uses on residential areas.	Continue to employ Zoning Ordinance performance standards and other regulatory controls where applicable to minimize noise impacts of nonresidential uses on residential areas.
154	Encourage recycling by both households and businesses as the preferred means of waste disposal.	No change
155	Aggressively advertise in local newspapers and the <u>Citizen News</u> the County's solid waste management programs both to inform residents and businesses of program offerings and to educate those already participating in the program.	No change
156	Expand the list of recyclable items based on participant input and/or market fluctuations.	No change
157	Expand information/education campaigns to instruct the public on the need for recycling by providing materials to interested businesses, civic and homeowners' associations and any interested party.	No change

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN
158	Continue to incorporate recycling education into the public school program from elementary school through high school.	No change
159	Continue to work with the Virginia Peninsula Public Service Authority (VPPSA) to organize household hazardous waste collection days for materials such as old paint cans, paint thinner, fertilizers and pesticides, etc.	No change
160	Continue the ongoing public information campaign to educate citizens in proper methods of recycling yard waste.	No change
161	Develop a program to publicly recognize and acknowledge “model” yard waste recycling programs by neighborhoods, groups, and individuals.	No change
162	Continue the County purchasing policy emphasizing the purchasing of supplies, where economically feasible, that are made of recycled products and/or are recyclable themselves.	No change
163	Aggressively market the products of the regional composting facility, including bagged compost material for sale to residents who do not own trucks.	No change
		New Implementation Strategies
164	N/A	Continue to require a natural resources inventory to identify environmentally sensitive areas and natural resources prior to any development.
165	N/A	Promote compatible land use and development in areas where aircraft noise exceeds acceptable levels as determined by the Department of Housing and Urban Development.
166	N/A	Work with VDOT to identify and pursue regional funding (through the Congestion Mitigation and Air Quality program) for transportation improvements – such as intersection improvements, coordination of traffic signal systems, ITS projects, bikeways, and transit – that reduce auto emissions.
167	N/A	Provide technical assistance as needed to homeowners’ and property owners’ associations in the proper maintenance of stormwater management facilities.
168	N/A	Ensure the provision of required buffers on all perennial streams.
169	N/A	Consider the establishment of sound attenuation zoning, as provided for by Section 15.2-2295 of the <i>Code of Virginia</i> , to require installation of acoustical treatment measures in residential buildings and structures in areas within the aircraft approach zones for Newport News/Williamsburg International Airport where average noise exposure is 65 DNL or higher.

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
170	N/A	Discourage construction of schools and other noise-sensitive uses, such as hospitals and nursing homes, in areas within the aircraft approach zones for Newport News/Williamsburg International Airport where average noise exposure is 65 DNL or higher.
171	N/A	Consider the incorporation of noise walls in the widening of Interstate 64.
172	N/A	To the maximum extent feasible, prevent construction of homes and other noise-sensitive uses in proximity to the Interstate 64 corridor.
HOUSING		
Vision		Goal
173	Decent, safe, sanitary, and affordable housing should be available to all County residents.	Ensure that decent, safe, sanitary, and affordable housing is available to all County residents.
Objectives		Objectives
174	Make suitable housing available to households of a wide range of income levels.	Make suitable housing available to households of all income levels.
175	Protect residential areas from encroachment by incompatible land uses that adversely affect the quality of life.	No change
176	Prevent neighborhood blight and housing dilapidation.	No change
177	Promote the development of pleasant and attractive living environments.	No change
178	Continue opportunities for mixtures of different types of housing (i.e., detached, attached, multi-family) in a single residential development.	Deleted – see Objective #179 and Strategy #193
179	Continue opportunities for mixtures of residential, commercial, office, and limited industrial uses within a single development.	Encourage mixed-use development in appropriate areas.
		New Objectives
180	N/A	Provide for a range of housing types and densities corresponding to the needs of a diverse population.
181	N/A	Increase opportunities for safe and convenient walking and bicycling in residential areas.
Strategies		Implementation Strategies
182	Provide opportunities through zoning for a variety of housing types.	No change
183	Use the “Affordable Housing Incentive Provisions” and other development opportunities of the Zoning Ordinance that promote cost-containment.	No change
184	Continue to use federal and state housing subsidies, grants, loans, and tax savings programs to help meet the housing needs of lower income residents.	No change
185	Continue to require landscaped transitional buffers between residential development and incompatible land uses.	No change

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
186	Continue to support and use private and public rehabilitation to assist low- and moderate-income households in maintaining their properties.	Continue to support and use private and public rehabilitation to assist low- and moderate-income households in maintaining the physical safety of their properties.
187	Expand and support neighborhood watch and clean-up programs.	Deleted
188	Continue to require open space, recreation space, trees, and landscaping in all new residential development.	Continue to require open space, recreation space, and street trees in all new residential development.
189	Review the Subdivision Ordinance to identify opportunities to help create a sense of community through the use of residential development design elements, such as sidewalks and streetlights.	Amend County development ordinances to require sidewalks in more instances within and between residential neighborhoods and between homes and nearby schools, parks, and shopping areas.
190	Revise the Zoning Ordinance dimensional standards as necessary for residential districts to eliminate excessive setback requirements.	Accomplished
191	Continue to encourage the use of clustering and other innovative community design techniques that provide for the permanent retention of open space values.	Encourage the use of clustering techniques that provide for the permanent retention of open space for the common use and enjoyment of all the residents in a given development and that provide a superior design and layout to that which could be achieved under conventional subdivision techniques.
192	Continue to implement density bonus incentives.	Deleted – this opportunity is embodied in the planned development/mixed-use opportunities.
193	Encourage mixed-use development that allows the mixing of residences with other land uses within a single development under a coherent overall master plan.	Amend the Zoning and Subdivision Ordinances to remove barriers to mixed-use development that allows the integration of different types of housing units (i.e., single-family detached, townhouses, duplexes, condominiums, apartments, etc.) with each other and with businesses within a single pedestrian-oriented development under a coherent overall master plan.
		New Implementation Strategies
194	N/A	Support the development of housing for senior citizens in appropriate locations with convenient access to shopping, services, and – where it is available – transit.
195	N/A	Within three years of the adoption of this plan, develop and “affordable dwelling unit program,” pursuant to §15.2-2305 of the <i>Code of Virginia</i> to authorize increases in housing density in exchange for the construction of moderately priced housing within a price range defined by the Board of Supervisors.
196	N/A	Adopt and enforce Part III of the Virginia Uniform Statewide Building Code (USBC) to provide for the required maintenance of existing structures.

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
TRANSPORTATION			
Vision		Goal	
197	People and goods should be able to move safely, efficiently, and cost-effectively within the County and throughout the region.	Provide for the safe and efficient movement of people and goods within York County and throughout the Hampton Roads region.	
Objectives		Objectives	
198	Develop on a regional basis an air transportation system in a manner that minimizes the noise impacts and safety concerns on existing County residential areas, while maximizing the economic and transportation service benefits to County citizens.	Promote the development of improved air transportation service convenient to York County residents.	
199	Double the number of bicycle trips for purposes of transportation as well as recreation both within York County and between the County and neighboring jurisdictions.	Increase the number of bicycle lane miles in the County in accordance with the <i>Regional Bikeway Plan</i> for Williamsburg, James City County, and York County.	
200	Promote the development of facilities to accommodate van-pooling, ride-sharing, telecommuting, and other transportation demand management efforts aimed at the employment and service sectors in the County and the region.	Promote the development of a regional multi-modal transportation system.	
201	Promote the development and subsequent utilization of mass transit to serve heavily traveled and densely populated corridors to reduce passenger car loads on such corridors.		
202	Encourage economical transportation services for senior citizens and the physically and sensory challenged.		
203	Expand rail passenger service to and throughout the Peninsula.	See #229 below	
204	Exploit, upgrade and extend existing rail linkages in York County to promote industrial and warehousing uses.	See #72 (Economic Development)	
205	Reduce peak-hour traffic congestion on major County arteries.	Maintain adequate levels of service on the County's roadways (i.e., LOS C or better on the Interstate and Primary Systems and LOS B on the Secondary System.	
206	Reduce the number and severity of accidents on York County's roadways.	Reduce crash rates on York County roadways.	
207	Promote roadway development that is sensitive to environmental and cultural resources.	Accomplished	
208	Encourage people to make short trips by foot.	Deleted – this opportunity is embodied in other strategies as well as the mixed-use concept.	
209	Provide a safe and convenient walking environment for pedestrians.	No change.	
210	Reduce the number and severity of pedestrian traffic accidents.		
211	Enhance the safety of the County's waterways.	See #260 below.	
212	Revitalize the Yorktown waterfront and strengthen the relationship between the York River and Yorktown.	See #81 (Economic Development)	

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN
213	Explore opportunities for meeting dredging needs for both recreational and commercial watercraft.	Incorporated as an Implementation Strategy: "Investigate dredging needs, including the identification of possible spoils sites, for both recreational and commercial watercraft along navigable creeks in the County."
		New Objectives
214	N/A	Increase funding for transportation improvements critical to the mobility of York County's citizens.
215	N/A	Utilize technology to enhance mobility and safety.
Strategies		Implementation Strategies
216	Advocate the development of an enhanced regional air transportation network based around tying together the existing airport capacity in eastern Virginia with a high-speed rail system that links Newport News/Williamsburg International Airport with Richmond International and Norfolk International airports.	Support the expansion of runway capacity at Newport News/Williamsburg International Airport in a manner that reduces noise impacts on existing County residential areas.
217	Investigate the feasibility of securing voting representation on the Peninsula Airport Commission.	Deleted – Board of Supervisors Chairman regularly attends Mayor's Committee on Airport to receive information and briefings.
218	Ensure that land use decision affecting areas adjacent to Newport News/Williamsburg International Airport take into consideration impacts on both the County and the airport.	See #169 and #170 (Environment)
219	Develop and regularly update a regional bikeway network and programs facilitating safe bicycle transportation.	Accomplished – County participates on Historic Triangle Bicycle Advisory Committee.
220	Integrate bikeway development into road construction and reconstruction/widening projects when funding is available.	Integrate bikeway and sidewalk development into County road construction, reconstruction, and widening projects in accordance with the VDOT Policy for Integrating Bicycle and Pedestrian Accommodations.
221	Encourage the provision of bikeways and facilities, including bike racks, in multi-family residential developments and commercial shopping centers and districts.	Review County development ordinances to identify opportunities to require sidewalks in more instances within residential neighborhoods and between residential neighborhoods and each other and nearby recreational areas, community facilities, and commercial establishments.
222	Install directional signs for and publicize inter- and intra-County bike routes.	Deleted – VDOT function
223	Develop neighborhood and community bicycle networks to safely connect residential areas both with nearby commercial and public use areas and with neighboring subdivisions.	See #221 above
		Continue to set aside funds annually through the CIP for the construction of bikeway and sidewalk projects in critical locations.
224	Conduct bicycle rider training ranges at schools, fire stations, shopping centers, etc., and provide bicycle law and safety education as part of the elementary school program as set forth in the Standards of Learning.	Accomplished

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
225	Continue support of and participation in regional bicycle and pedestrian efforts including the Historic Triangle Bicycle Advisory Committee.	Deleted <i>Recommend including as an Implementation Strategy.</i>
226	Jointly develop with adjacent jurisdictions "Park & Ride" programs and transfer sites using existing underused parking areas.	Deleted – VDOT function.
227	Continue to offer reduced parking requirements as an incentive for developers to incorporate into development plans transportation demand management practices that encourage alternative modes of transportation such as van-pooling, car-pooling, bicycle and pedestrian commuting, telecommuting, etc.	Accomplished – included in Zoning Ordinance.
228	Investigate the feasibility of establishing high-speed rail links between the County, Newport News/Williamsburg, Norfolk and Richmond International airports to serve both air passenger and air cargo needs.	Support the development of enhanced rail service on the Peninsula including a regional light rail system running from Williamsburg to the lower Peninsula and higher speed rail service along the CSX corridor.
229	Participate in feasibility studies analyzing light rail opportunities along the CSX corridor.	
230	Continue to analyze the feasibility of implementing express bus service along congested corridors in the County in a cost-effective manner.	Continue to support the Williamsburg Area Transport system and its expansion in the upper County and historic Yorktown.
231	Initiate cooperative funding ventures to support tour bus services between Yorktown and other visitor-oriented areas and attractions in Hampton Roads, with primary emphasis on establishing regular tour bus services within the Historic Triangle.	
232	Participate in and financially support for no less than three years the Williamsburg Area Visitor Shuttle Bus.	
233	Design cost-effective programs and service targeted at specific market segments where and when appropriate.	Deleted – Pilot project proved ineffective.
234	Regionally develop expanded passenger rail services--including consideration of schedules, frequency, facilities, and rolling stock--throughout the Peninsula.	See #229 above
235	Determine, in concert with the U.S. Navy, the feasibility of modernizing and using the Cheatham Annex spur line to serve privately held industrial property adjacent to it. If determined feasible, preliminary engineering for such modernization should be performed.	See #94 (Economic Development)

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
236	Annually establish priorities and standards for the improvement and expansion of existing roadways through the CIP and VDOT Six-Year Plan process using the prioritization model contained in this Plan.		Annually establish priorities and standards for the improvement and expansion of the County's roadway network through the VDOT Six-Year Plan process and the Capital Improvements Program. Primary focus should be on the present and future congested facilities identified in this plan and projects shown on the 2025 Roadway Plan map. High-priority road widening projects in the Interstate and Primary systems include Route 17 (George Washington Memorial Highway), Route 105 (Fort Eustis Boulevard), Interstate 64, and Route 171 (Victory Boulevard).
237	Apply Intelligent Transportation Systems (ITS) technology to the Route 17 corridor and seek early deployment funding from the State and Federal Departments of Transportation.		Utilize technology to enhance mobility and safety.
238	Develop roadway network plans to support existing and emerging residential, commercial, and industrial development patterns.		Addressed with the 2025 Roadway Plan map
239	Limit the numbers and types of direct access to the roadway network.		Continue to limit the number of access points on arterial and major collector roads and review development ordinances (regulatory measures) and incentive-based programs (grants, etc.) to identify possible ways to facilitate consolidation and elimination of access points to reduce conflicts.
240	Encourage residential development patterns that provide direct driveway access from individual units to local streets and not to collector and arterial roadways.		No change
241	Coordinate and cooperate with neighboring jurisdictions in planning and developing roadway systems.		Continue to support and participate in the regional network and modeling effort of the Hampton Roads Planning District Commission.
242	Participate in revenue-sharing matching-fund programs offered by VDOT to the maximum extent fiscally feasible in order to accelerate road construction and improvement projects.		Participate in the VDOT Revenue Sharing program to the maximum extent permitted and continue to lobby the General Assembly to raise the \$500,000 limit on a permanent basis.
243	Require the interconnection of subdivision street systems for use by bicyclists, pedestrians, emergency vehicles, and--where such interconnection will not encourage "cut-through" traffic by people living outside the subdivisions--automobiles.		Continue to require the interconnection of subdivision street systems for use by bicyclists, pedestrians, emergency vehicles, and -- where such interconnection will not encourage "cut-through" traffic by people living outside the subdivisions -- automobiles. In some cases where vehicular interconnections are provided, appropriate traffic-calming measures should be incorporated into the initial development design and street construction to reduce the potential for "cut-through" traffic.
244	Continue to provide County-funded law enforcement positions used in traffic law enforcement operations.		No change
245	Continue to support and promote the York County Transportation Safety Commission.		Continue to support the work of the York County Transportation Safety Commission.

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
246	Install or require installation of street lighting along heavily traveled corridors, at critical intersections, within new medium- and high-density residential areas, in office and industrial parks, and at other appropriate locations in the County.		Review and if necessary enhance the street lighting installation and service program to consider not only traffic but safety and security.
247	Develop specific plans for the transportation of hazardous materials within and through the County.		Deleted – VDOT function.
248	Evaluate the use of traffic calming street designs that could, if determined desirable after careful study, be incorporated into the Subdivision Ordinance for application in residential neighborhoods.		Accomplished – VDOT policy on Traffic Calming measures is in place and can be used.
249	Enhance capabilities to respond to vehicular accidents, including those involving hazardous materials, on County roadways.		Accomplished – Department of Fire and Life Safety has procedures in place.
250	Require that traffic issues and concerns be fully addressed as a part of all new development in the form of a traffic impact analysis.		Accomplished – Traffic Impact Analysis is required by Zoning and Subdivision Ordinances.
251	Incorporate into the County's development review process provisions to require that roadway plans be analyzed with specific focus on the preservation and/or restoration of environmental, aesthetic and cultural resources to include the establishment of and maintenance of greenbelts and scenic easements, planting of street trees, and landscaping of roadway frontages and medians. In this regard, the provision of earthen forms and buffers containing dense vegetation and trees between residential communities and major roadways should be required as the preferred alternative to structural noise barriers.		Accomplished – Development regulations in place.
252	Require the installation of pedestrian linkages between residential areas and schools, shopping areas, and recreational, cultural, and public facilities.		Review County development ordinances to identify opportunities to require sidewalks in more instances within residential neighborhoods and between residential neighborhoods and each other and nearby recreational areas, community facilities, and commercial establishments.
253	Annually review, and if necessary revise, in conjunction with the County's six year road plans, the recommended sidewalk plan contained in this Plan to ensure that the categorization and prioritization of proposed sidewalk locations remain applicable and appropriate.		Deleted – annual review determined not to be necessary or practical.

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN
254	Develop a walking tour of Yorktown incorporating both the historic area and the waterfront. Construct as necessary, pedestrian facilities to support this walking tour and publish a walking guide to the village incorporating maps and historical information about the buildings and sites along the way.	Accomplished
255	Develop new walkways and complete existing walkway systems, including marked crosswalks, lighting, and signals where appropriate, in conjunction with adjoining jurisdictions.	Continue to set aside funds annually through the CIP for the construction of bikeway and sidewalk projects in critical locations.
256	Provide inviting and appealing sidewalks in commercial, tourist-oriented, and residential areas as opportunities arise and funding becomes available.	
257	Require walkways in new medium- and high-density residential development and as a part of development plan approvals where appropriate.	Review County development ordinances to identify opportunities to require sidewalks in more instances within residential neighborhoods and between residential neighborhoods and each other and nearby recreational areas, community facilities, and commercial establishments.
258	Include, as appropriate, sidewalk construction as a part of roadway construction and improvement projects.	See #220 above
259	Develop, in conjunction with the U.S. Coast Guard, other governmental entities and agencies, and private industry, a comprehensive emergency preparedness and response plan for water-borne disasters and oil and hazardous materials spills and incorporate such a plan into the County's overall emergency plan.	Accomplished – plans and procedures are in place.
260	Regulate the use of jet skis and other watercraft and provide enforcement.	Accomplished
261	Promote Yorktown as both an origination point and port-of-call for small passenger cruise ship operations.	No change
262	In accordance with the <u>Yorktown Master Plan</u> , exploit opportunities available to revitalize the Yorktown waterfront and strengthen the relationship between Yorktown and the York River.	See #81 (Economic Development)
		New Implementation Strategies
263	N/A	Continue to aggressively pursue all available road funding sources through the Commonwealth Transportation Board and the Metropolitan Planning Organization
264	N/A	Work with VDOT to coordinate the scheduling of road improvement and utility projects to reduce neighborhood disruption as much as possible.
265	N/A	In partnership with neighboring jurisdictions, encourage the General Assembly and the Congress to increase funding for transportation.

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ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
266		Work with local and regional transit agencies to develop transit services for the elderly.	
267		Continue to lobby the General Assembly for stronger laws promoting traffic safety, with special emphasis on the “Photo Red” program, which should be reinstated and authorized in York County.	
268		Work with the Transportation Safety Commission, the Sheriff’s Office, VDOT, and the Hampton Roads Planning District Commission to identify dangerous locations on the County’s road network and develop strategies for improving traffic safety in these locations.	
UTILITIES			
Vision			
269	York County should be a locality where the people have access to safe and efficient means of wastewater disposal, to water supplies that are sufficient in quality and quantity to meet household and fire suppression needs, and to other utilities that enhance the overall quality of life.	Deleted. <i>(Recommend incorporating into Environment element.)</i>	
Objectives		Objectives	
270	Eliminate overhead utilities.	See #366 (Land Use)	
271	Minimize the amount of tree clearing required for utility installation and maintenance.	Deleted – considered in evaluating landscape plans.	
272	Support and regulate the development of state-of-the-art telecommunications facilities in the County that serve both the educational and business communities and provide needed connectivity without sacrificing aesthetic objectives.	See #88 (Economic Development)	
273	Extend public sewer to areas in the County based on a priority system that includes the following criteria: • Impact on water wells • Impact on ground or surface water • Threat to the Chesapeake Bay or tributaries • Growth factor	See #292 below	
274	Prevent development from exceeding the capacity of the public sewer system.	Accomplished in Utility ordinances.	
275	Reduce the incidence of failing septic systems.	Deleted. <i>(Recommend incorporating into Environment element..)</i>	
276	Reduce danger to persons, property, and the environment caused by stormwater runoff from developed areas.	Deleted. <i>(Recommend incorporating into Environment element..)</i>	

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN
277	Extend public water to areas in the County based on a priority system that includes the following criteria: <ul style="list-style-type: none"> • Septic system problems in area • Fire suppression needs • Water quality or quantity problems • Growth factor 	See #292 below
278	Expand the supply of potable water in the County and the region.	See #103 (Environment)
279	Protect the quality and quantity of groundwater and surface water.	See #103 (Environment)
280	Discourage excessive water use.	Deleted
Strategies		Implementation Strategies
281	Continue to require the underground installation of all utilities in new residential, commercial, and selected industrial development.	See #366 (Land Use)
282	Pursue the reduction of price differentials between aboveground and underground utility placement.	Deleted – determined to be infeasible.
283	Pursue enabling legislation to include the costs of replacing aboveground utilities with underground utilities in concert with VDOT road projects.	Deleted – determined to be infeasible.
284	Designate priorities for the replacement of aboveground utilities with underground utilities, with a primary focus on scenic roadways and tourist areas, funded by annual appropriations through the Capital Improvements Program.	See #366 (Land Use)
285	Continue to ensure that the zoning and various utilities ordinances incorporate utility placement criteria that minimize tree clearing requirements for utility installation and maintenance. Additionally, tree replacement within temporary construction easements should be required.	Deleted – appropriate standards incorporated into County and VDOT policies.
286	Continue to implement landscaping and screening standards and requirements for various utility placements and structures including transformers, meters, antennae, and other similar aboveground structures.	Deleted – standards included in Zoning Ordinance.
287	Discourage or prohibit towers in historic or residential areas unless there is no other practical option. Where towers are to be located within or adjacent to such areas, they should be disguised in some manner and not pierce the ambient tree line.	Deleted. <i>(Recommend incorporating into Land Use element.)</i>
288	Guide towers to industrial areas and other areas where towers already exist.	Deleted. <i>(Recommend incorporating into Land Use element..)</i>
289	Require towers to be engineered to support multiple users.	Deleted. <i>(Recommend incorporating into Land Use element..)</i>

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
290	Limit the height of towers so that they will not require lighting unless a tower with lighting already exists nearby.	Deleted. <i>(Recommend incorporating into Land Use element..)</i>	
291	Ensure that new antenna support structures are safe and blend into the surrounding environment when possible.	Deleted. <i>(Recommend incorporating into Land Use element..)</i>	
292	Continue to implement the <u>Utilities Strategic Capital Plan</u>	Deleted. <i>(Recommend incorporating into Environment element..)</i>	
293	Consider alternatives to conventional gravity line sewer systems--such as vacuum systems--that can serve existing development while not promoting expanded development.	Accomplished	
294	Support the upgrading of Hampton Roads Sanitation District wastewater facilities in accordance with the HRSD's adopted <u>Development Plan</u> and its annual <u>Facilities Management Plan</u> and <u>Capital Improvements Program</u> .	Deleted. <i>(Recommend incorporating into Environment element..)</i>	
295	Use all available tools and techniques to defer all or part of permitted development until such time as adequate public infrastructure is in place to support the development, and seek enabling legislation to expand the County's authority in this regard.	See #341 (Land Use)	
296	Require all new development, except very low-density residential, to be connected to public sewer.	See #337 (Land Use)	
297	Continue to target public sewer extensions toward those developed areas where the soils cannot support septic systems.	Deleted. <i>(Recommend incorporating into Environment element..)</i>	
298	Collaborate with the local Health Department to encourage alternative and new technologies for failing on-site septic systems for existing homes.	Deleted. <i>(Recommend incorporating into Environment element..)</i>	
299	Continue to require storm drainage systems that effectively remove stormwater runoff from developed properties.	Accomplished – standards included in development regulations.	
300	Continue to require underground storm water management systems and curb and gutter in new medium- and high-density residential developments and in all new commercial subdivisions.	Accomplished – standards included in development regulations.	
301	Establish erosion control techniques for all new development to prevent any increase in runoff-borne sediment, pollutant, or toxic loading.	See #143 (Environment)	
302	Encourage the development and use of regional retention/detention ponds in residential and commercial developments wherever possible.	Deleted. <i>(Recommend incorporating into Environment element.)</i>	

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
303	Continue to develop and implement a County stormwater runoff control manual detailing appropriate techniques to prevent increases in sediment, pollutant, or toxic loading. Once developed and tested, use of the manual should be required through appropriate amendments to the development ordinances.	Deleted. <i>(Recommend incorporating into Environment element.)</i>	
304	Continue to use state-of-the-art computer stormwater modeling software to assist all developers and landowners to use designs that qualitatively and quantitatively improve stormwater runoff from the development activities in the County.	Deleted	
305	Encourage low impact development and conservation development to reduce the need for structural stormwater management.	See #152 (Environment)	
306	Revise the system for prioritizing stormwater capital improvement projects to give increased weight to environmental factors.	Deleted. <i>(Recommend incorporating into Environment element..)</i>	
307	Provide training in the proper maintenance and operation of private retention and detention ponds to civic leagues, homeowners' associations, and other owners of such ponds.	See #167 (Environment)	
308	Continue to implement the <u>Utilities Strategic Capital Plan</u> .	See #292 above	
309	Investigate and consider, to the extent authorized by the <u>Code of Virginia</u> , the adoption of a local ordinance requiring existing households to connect to available water systems in the event of private well failure.	Deleted. <i>(Recommend incorporating into Environment element..)</i>	
310	Continue to participate in regional approaches to water supply and availability, with emphasis on the creation of a regional water authority or district. The County should work toward jointly developing additional surface water storage and withdrawal capacity with neighboring jurisdictions.	Accomplished – the County is an active partner in the regional water supply effort being coordinated by Newport News Waterworks.	
311	Plan for adequate water supply and main capacity to ensure a balance of residential, commercial, and industrial connections for both existing and planned development.	See #310 above	
312	Continue to require that new and extended water lines and systems be sized to provide adequate flows for fire suppression purposes.	Required by Utility ordinances	
313	Use all available tools and techniques to defer all or part of permitted development until such time as adequate public infrastructure is in place to support development, and seek enabling legislation to expand the County's authority in this regard.	See #341 (Land Use)	
314	Continue the County's participation in the Regional Raw Water Study Group.	Ongoing	

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
315	Require all new development, except very low-density residential, to be connected to public water or to a publicly-owned central water system.	See #337 (Land Use)	
316	Support DEQ's mandate to prevent destruction of non-tidal wetlands understanding they are important groundwater recharge areas.	See #132 (Environment)	
317	Seek grants to assist with the development and mapping of abandoned private wells and develop a program to require closure in accordance with current Health Department regulations.	Deleted. <i>(Recommend incorporating into Environment element..)</i>	
318	Continue enforcement of the requirements of the Watershed Management and Protection Overlay District.	See #131 (Environment)	
319	Continue to monitor the septic tank pump-out program and pursue criminal penalties for non-compliance.	See #130 (Environment)	
320	Seek enabling legislation from the General Assembly to allow the County to amend the building code and other development ordinances to require the application of water conservation techniques in all new development and redevelopment projects.	Deleted	
LAND USE			
Vision		Goal	
321	Land use in the County should contribute to the perception of a rural character in accordance with the carrying capacity of the land and present and planned infrastructure.	Provide for orderly and efficient land use patterns that protect, preserve, and enhance the natural and physical attributes of the County that define and contribute positively to its appearance and character.	
Objectives		Objectives	
322	Provide for orderly residential growth that would allow the County population to reach a maximum of approximately 80,000 persons.	Provide for residential growth that would allow the County population to reach a maximum of approximately 80,000 persons.	
323	Maintain a balanced diversity of land uses, with minimal conflicts among different uses, in recognition of the physical characteristics of the County and the inherent capacity of the land to host different types of uses.	Establish and maintain a balanced diversity of land uses, with minimal conflicts among different uses, in recognition of the physical characteristics of the County and the capacity of the land and public services and infrastructure to host different types of uses.	
324	Consider development patterns and plans established in adjoining jurisdictions when making local land use decisions and designations.	No change	
325	Preserve open space throughout the County such that these areas will become an integral part of the community.	No change	
326	Preserve and protect certain lands near the shoreline that have intrinsic value for the protection of water quality in the Chesapeake Bay and its tributaries.	No change	

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN
327	Preserve, protect, and enhance cultural, environmental, and historic areas.	No change
328	Enhance the visual appeal of the County's major corridors, particularly the Route 17 corridor.	Enhance the visual appeal of the County's major transportation corridors.
329	Protect unspoiled vistas and views of the water.	No change
		New Objectives
330	N/A	Encourage the adaptive reuse of existing blighted properties.
331	N/A	Encourage beautification of existing development to improve its visual quality and appeal.
332	N/A	Pursue and/or continue regulatory, non-regulatory, and incentive-based programs that help preserve and enhance the positive character-defining attributes of the County such as abundant open space, tree-lined road corridors, attractive "gateway" entrances, well-landscaped commercial areas, and pleasant residential settings.
333	N/A	Encourage the use of cluster development techniques and conservation easements to help preserve open space.
334	N/A	Maintain higher development performance standards at major "gateway" entrances and along major "gateway" corridors.
Strategies		Implementation Strategies
335	<p>Establish maximum residential densities as follows:</p> <p><u>Single-Family</u></p> <ul style="list-style-type: none"> • Low Density 1.0 dwelling unit per acre • Medium Density 1.75 dwelling units per acre • High Density 3.0 dwelling units per acre <p><u>Multi-Family:</u> 10.0 units per acre</p>	No change
336	Revise the Zoning Ordinance and Map as necessary to conform with the <u>2015 Land Use Map</u> .	Revise the Zoning Ordinance and Map as necessary to conform with the <u>2025 Land Use Map</u> .
337	Continue to require lower residential development densities in areas where public utilities are not available.	No change
338	Apply the appropriate land use density (units per acre) and intensity (type of use) to each parcel in the County based on the property's physical characteristics and the present or planned availability of public infrastructure, facilities, and services.	No change
339	In evaluating rezoning and use permit requests, consider the potential impact of the proposed development on public facilities, services, and infrastructure as well as potential fiscal impacts.	No change

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN
340	Guide specific types and densities of development to specific areas of the County through planning, zoning, and utility extension policies.	No change
341	Use all available tools and techniques to defer all or part of permitted development until such time as adequate public infrastructure is in place to support the development, and seek enabling legislation to expand the County's authority in this regard.	No change
342	Use the capital improvement programming process to plan and fund utility and transportation improvements that will guide industrial and commercial development to areas designated for such uses.	No change
343	Prepare an annual report describing the development activity during the year, including land use patterns, rezonings, use permits, site plans, subdivision, wetlands and land disturbing permits, capital improvements programming, and the conformance of this activity with the <u>Comprehensive Plan</u> .	Deleted – Planning Commission annual report addresses some of these items; others are briefed to the Board of Supervisors through various means.
344	Maintain “compatibility zones” in areas adjoining jurisdictional boundaries to provide for comparable zoning and development patterns.	No change
345	Use conservation easements, clustering, and other techniques to preserve open space.	No change
346	Where appropriate, assist in making conservation areas accessible to citizens through the development of greenways, trails, and similar facilities.	No change
347	Encourage the use of cluster development techniques for all new residential development located within the Environmental Management Area Overlay District.	Deleted. (The Environmental Management Area Overlay District no longer exists.)
348	Implement an historic zoning district classification as enabled by the <u>Code of Virginia</u> to preserve and protect the historic and architectural character of Yorktown, with particular attention to the Revolutionary War battlefields and the waterfront.	Accomplished
349	Enhance public awareness and recognition of York County's role in the Civil War through the identification and preservation of significant sites.	Enhance public awareness and recognition of York County's history and heritage through the identification and preservation of significant sites.
350	Require the identification of any and all significant historic sites on all subdivision and site plans and, to the extent practical, require the protection of such sites, depending on the extent of their significance, throughout the development process.	No change

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
351	Maintain higher standards of development at major gateways into historic Yorktown and Colonial Williamsburg, including the Colonial Parkway, Cook Road, Goosley Road, Route 17 (north of Cook Road), Pocahontas Trail, Route 143 west of Queen Creek, Route 132, Bypass Road, and Richmond Road.	No change	
352	For any development in close proximity to the Colonial Parkway, require adequate buffers to preserve the scenic vistas from that roadway.	No change	
353	Designate the scenic vistas along the Colonial Parkway as a “corridor protection” area as enabled by the <u>Code of Virginia</u> .	No change	
354	<p>Use the following tools to improve the Route 17 Corridor:</p> <ul style="list-style-type: none"> • preserve and protect existing mature trees to the extent feasible, • establish new landscaped areas within the right-of-way as well as within existing and new development, • maximize building setbacks so as to provide opportunities for incorporation of green areas in highly visible areas and the retention of appropriate amounts of green space in the event of right-of-way expansion, • establish appropriate standards to ensure visually attractive signage, display, and storage associated with business activity, and • require the underground placement of new utilities and encourage the underground placement of existing utilities. 	<p>Use the following tools to improve the Route 17 Corridor and other commercial corridors where deemed appropriate:</p> <ul style="list-style-type: none"> • preserve and protect existing mature trees to the extent feasible, • establish new landscaped areas within the right-of-way as well as within existing and new development, • maximize building setbacks so as to provide opportunities for incorporation of green areas in highly visible areas and the retention of appropriate amounts of green space in the event of right-of-way expansion, • establish appropriate standards to ensure visually attractive signage, display, and storage associated with business activity, and • require the underground placement of new utilities and encourage the underground placement of existing utilities. 	

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN	
355	<p>Maintain greenbelt requirements of appropriate widths to preserve trees and rural vistas along the following highways:</p> <ul style="list-style-type: none"> • Victory Boulevard (Route 171) east of Hampton Highway • Hampton Highway (Route 134) • Route 132 • Route 199 in Lightfoot • Denbigh Boulevard (Route 173) • Fort Eustis Boulevard (Route 105) and extension 	<p>Utilize the VDOT Revenue Sharing Program or the Transportation Enhancements Program to obtain matching funding to support new or expanded streetscaping/landscaping enhancements along the following “gateway” corridors in the County:</p> <ul style="list-style-type: none"> • Route 17 (George Washington Memorial Highway) • Victory Boulevard (Route 171) • Hampton Highway (Route 134) • Denbigh Boulevard (Route 173) • Route 105 and Route 1050 (Fort Eustis Boulevard) • Route 199 • Route 143 (Merrimac Trail) • Route 60 (Pocahontas Trail, Bypass Road, Richmond Road) • Route 162 (Second Street) • Mooretown Road (Route 603) • East Rochambeau Drive (Route F-137) <p>Ensure that development along the above-named corridors, and along Interstate 64, protects the natural vegetation and vistas through the establishment of “greenbelt” designations.</p>	
356	Require the installation of “street trees” along new roads.	No change	
357	Extend the streetscape improvements made by the City of Williamsburg along Second Street into York County.	See #355 above	
358	Encourage the adaptive reuse of existing blighted properties.	See #330 above	
359	Restrict deepwater ports to existing facilities and do not encourage expansion of industrially-related deepwater activities.	Deleted	
		New Implementation Strategies	
360	N/A	Continue allocating County funds to cover the cost of increased frequency mowing of medians and shoulders along all or portions of the above-named “gateway” corridors.	
361	N/A	Work with VDOT, the Metropolitan Planning Organization, other jurisdictions and other involved parties to ensure that widening of Interstate 64 is accomplished in a manner that preserves and protects to the maximum extent possible the appealing and attractive tree-lined median areas.	
362	N/A	<p>Provide business incentives to offer:</p> <ul style="list-style-type: none"> ▪ Free design assistance to businesses interested in property improvements; ▪ Matching grant funding for implementing improvements; ▪ Tax exemption for value enhancements associated with renovations. 	

Comprehensive Plan Comparison Matrix

ADOPTED 1999 PLAN		DRAFT 2005 PLAN
363	N/A	Establish a dedicated funding source for County land acquisition by the 2007-08 Fiscal Year.
364	N/A	Facilitate rehabilitation of abandoned and “blighted” properties in areas targeted for enhancement and prepare them to accommodate redevelopment proposals through negotiation of landscape/maintenance easements or fee simple purchase.
365	N/A	In order to address and eliminate blight, adopt and enforce Part III of the Virginia Uniform Statewide Building Code.
366	N/A	Continue to require underground utilities in conjunction with new development and pursue opportunities for undergrounding of existing overhead utilities in conjunction with road improvement projects (e.g., along Route 17) or as separate projects (funded by grant/matching funds and/or County funds) along other high-visibility “gateway” corridors.
367	N/A	Continue allocation and accumulation of funds in amounts that will support acquisition of strategically located greenways and/or conservation easements that will contribute positively to the visual character and appearance of the County.

Charting the Course to 2025: Proposed Land Use Map Revisions (July 27th Draft)

1. Burkes Corner (Newman Road/Fenton Mill Road intersection)

- Area: 49.1 acres
- Existing Land Use: One single-family detached home
- Current Designations: General Business, Low Density Residential
- Proposed Designations: Limited Business, Low Density with Mixed Use potential
- Comments:

At the Neighborhood Open House in this area, many local residents expressed the view that the General Business node designated in the existing plan for the east side of the Lightfoot interchange should be eliminated and that commercial development should be limited to the west side of the Lightfoot interchange. A group of nearby residents appeared before the Steering Committee to request this change. A representative of the Williamsburg Pottery Factory, which owns one of the parcels on which the General Business node is located and much of the adjacent property, also appeared before the Steering Committee to request that the existing land use designation be retained.

The Limited Business designation would provide for commercial development that is oriented toward serving the needs of the local area rather than a regional or tourist market and thus would be more compatible with nearby residential development. Development of a new subdivision nearby (the Oaks at Fenton Mill) will limit the viability of commercial development north of Newman Road; more significant opportunities exist on the south side, which is undeveloped between I-64 and the Skimino Fire Station.

This node is part of a large area (approximately 291 acres) of contiguous undeveloped land bordered by Newman Road to the north and Fenton Mill Road to the west. Water and sewer extensions will double the potential lot yield in much of this area, which will likely trigger accelerated development activity. Topography in much of this area is severe, and Chesapeake Bay Preservation Areas line Carters Creek, which runs through this area. These environmental constraints limit the development possibilities for much of this property while creating an opportunity for a master-planned development incorporating both Limited Business and clustered residential development that preserves significant open space. Fenton Mill Road is not suitable for individual residential driveways and should be reserved for commercial frontage only, with limited points of access and a greenbelt designation to ensure continued attractiveness of the Interstate corridor. Areas directly adjacent to existing residential development should remain residential and any development thereon should be compatible with neighboring properties in terms of housing type, lot size, and density. Commercial uses of a Limited Business character could be appropriate also in the interior of a master-planned development (i.e., not within the node).

2. Girl Scout campground (448 Fenton Mill Road)

- Area: 91.63 acres
- Existing Land Use: Campground
- Current Designation: Low Density Residential
- Proposed Designation: Conservation
- Comments:

The Conservation designation is consistent with the current use and Resource Conservation zoning. Unlike other campgrounds in the County, this property is owned by a non-profit organization and unlikely to be developed for residential use.

3. Lightfoot Road north

- Area: 637 acres
- Existing Land Use: None
- Current Designation: Economic Opportunity
- Proposed Designation: Economic Opportunity with Mixed Use potential
- Comments:

The Williamsburg Pottery Factory appeared before the Steering Committee to request a mixed-use designation for this area. The Pottery owns over 600 acres in this area that it plans to develop. Because of environmental constraints, particularly steep slopes, much of this property, particularly in the interior is not well suited for commercial development. In contrast, the areas fronting along Lightfoot Road are relatively flat, highly visible, and easily accessible from I-64 and Route 199. The topography, plus the proximity to the I-64 Lightfoot interchange, traffic volumes and visibility along Lightfoot Road, make this a potential area for a Master Planned Development encompassing both residential and commercial uses.

The Pottery's plans also call for the extension of Mooretown Road from its present terminus at Lightfoot Road all the way to Croaker Road in James City County. Accordingly, the Pottery has requested that this corridor be reserved for a potential future road connection. Although not critical to York County in terms of relieving traffic congestion, such a road could potentially yield economic benefits by improving the accessibility of the Pottery property. Accordingly, any extension of Mooretown Road in York County should be paid for by the developer and not with York County's limited Secondary Road funds.

4. Oaktree Road/East Rochambeau Drive

- Area: 22.6 acres
- Existing Land Use: Pierce's Bar-B-Q, European Car Care Center, Jenway contractor shop, single-family detached home
- Current Designation: Low Density Residential
- Proposed Designation: General Business
- Comments:

The strip of land between Oaktree Road and East Rochambeau Drive is a little over 5,000 feet long and only 300 feet wide at its widest point. The predominant use of this long, narrow strip of land is commercial. The General Business designation recognizes this use and prevents the establishment of individual residential driveways on East Rochambeau Drive, which is not suitable for direct residential access. Commercial access, however, should not be permitted on Oaktree Road, which is a very narrow residential street (approximately 16') incapable of safely accommodating commercial traffic. The greenbelt buffer along East Rochambeau Drive, which currently terminates at the western Oaktree Road intersection, should be extended to the eastern intersection in order to ensure more extensive buffering along this property than would normally be required and to help preserve the appearance of the Interstate corridor.

5. Old Mooretown Road

- Area: 15.2 acres
- Existing Land Use: 9 single-family detached homes
- Current Designation: Economic Opportunity
- Proposed Designation: Low Density Residential

- Comments:

Residential designation along the Old Mooretown Road frontage recognizes existing development while the low-density designation precludes further subdivision. Retention of the Economic Opportunity designation to the rear provides for commercial development, such as medical offices, ancillary to the adjacent hospital under construction.

6. Watershed parcels

- Area: 157.8 acres
- Existing Land Use: Mostly vacant; some of the parcels have single-family detached homes
- Current Designation: Low Density Residential
- Proposed Designation: Conservation
- Comments:

The City of Williamsburg has purchased various properties in the vicinity of the Waller Mill Reservoir for the purpose of watershed protection. The Conservation designation is appropriate for these parcels, which also include four parcels fronting on Mooretown Road – three of them owned by the city and one in private ownership – where the road frontage is proposed to maintain the current designation. A Limited Industrial designation across the front of the Williamsburg and Henderson parcels abutting Ewell Industrial Park recognizes their existing use while the Conservation designation to the rear protects the watershed. In addition, there are a few parcels that are entirely surrounded by watershed property; the Conservation designation expresses the goal and expectation that these properties will ultimately be incorporated into the watershed.

7. Richmond Road parcels

- Area: 10.42 acres
- Existing Land Use: Retail
- Current Designation: Limited Business
- Proposed Designation: General Business
- Comments: Correction of 1999 mapping error

8. Colonial Williamsburg property

- Area: 870 acres
- Existing Land Use: 2-4 single-family detached homes
- Current Designations: Economic Opportunity along Routes 143 and 132 and the north side of Bypass Road; General Business on the south side of Bypass Road; Medium Density Residential on Waller Mill Road
- Proposed Designations: Economic Opportunity along Route 143; Limited Business on Route 132 and both sides of Bypass Road; Low Density Residential on Waller Mill Road

- **Comments:**

The Colonial Williamsburg Foundation owns approximately 870 acres – almost entirely undeveloped – surrounding the I-64/Camp Peary/Route 143 interchange and along Route 132 and Bypass Road. The land is designated Economic Opportunity on both sides of Route 132 and on both sides of Route 143 on the west side of the interchange, which is also designated as a potential mixed use area. While the Economic Opportunity designation is appropriate around the interchange, which is also designated as an Economic Development Priority Area, a Limited Business designation along Route 132 would offer better protection of this corridor, which is a major gateway into the Williamsburg area, and ensure less intensive commercial development, such as a campus-style office complex. Since the 133 acres on the west side of Route 132 also has about 1200 feet of frontage along Bypass Road, it would be appropriate to designate the CW property on the south side of Bypass Road for Limited Business as well.

A creek running through the property serves as a natural dividing line between commercial and residential property, with the western portion, which fronts on the residential section of Waller Mill Road, designated for residential development. Currently the residential designation of this property is Medium-Density, which could potentially yield up to 540 homes or more and add 5,400 daily vehicle trips to Waller Mill Road, which is the only means of access to this property. A Low-Density designation would reduce this lot yield by approximately half (about 260 homes). Waller Mill Road between Bypass and Mooretown Roads is currently experiencing moderate AM and PM peak-hour congestion, and its width drops considerably beyond Plantation Drive; this segment is where most of the CW property is located. A Low-Density designation would not be inconsistent with the established development character, which is relatively sparse, and would prevent the over-burdening of Waller Mill Road.

9. Fairfield at Kingsgate timeshares

- Area: 9.51 acres
- Existing Land Use: Timeshare units
- Current Designation: Medium Density Residential
- Proposed Designation: General Business
- Comments:

General Business designation is consistent with existing use of the property as timeshares. Correction of 1999 mapping error.

10. Middletowne Farms parcel (464 Catesby Lane)

- Area: 1.01 acres
- Existing Land Use: None
- Current Designation: General Business
- Proposed Designation: High Density Residential
- Comments:

Parcel is within a residential subdivision and, although it abuts commercial property fronting on Second Street, the only access is to Catesby Lane, which is a residential street. High-Density designation is consistent with the remainder of Middletowne Farms (possible 1999 mapping error).

11. Lakeshead Drive parcel (301 Lakeshead Drive)

- Area: 13.1 acres
- Existing Land Use: None
- Current Designation: Medium Density Residential
- Proposed Designation: Low Density Residential
- Comments: Steep slopes, access limitations, and proximity to I-64 make this property unsuitable for medium density housing.

12. Lois Hornsby parcels

- Area: 16.5 acres
- Existing Land Use: None
- Current Designation: Multi-Family Residential
- Proposed Designation: Medium Density Residential
- Comments:

The current multi-family designation was intended to recognize the potential for expansion of an existing adjacent apartment complex in the City of Williamsburg. No such development scheme has ever been advanced, perhaps because of a 200' power easement between the apartments and these parcels. A Medium-density designation would be consistent with the surrounding land use designation.

13. Merrimac Trail/Penniman Road intersection

- Area: 1.70 acres
- Existing Land Use: Animal clinic, future Wawa convenience store site
- Current Designation: High Density Residential
- Proposed Designation: General Business
- Comments: General Business designation is consistent with existing use and prevents additional residential driveway access to Penniman Road.

14. Merrimac Trail frontage (1629 Merrimac Trail)

- Area: 5.64 acres
- Existing Land Use: Jack Rabbit mini-storage warehouse facility
- Current Designation: High Density Residential
- Proposed Designation: General Business
- Comments: General Business designation is consistent with existing use and surrounding land use designations on Merrimac Trail (possible 1999 mapping error).

15. Terrace Grocery site – intersection of Penniman Road and Queens Creek Road

- Area: 0.81 acre
- Existing Land Use: Convenience store/gas station
- Current Designation: High Density Residential
- Proposed Designation: Limited Business
- Comments: Correction of a 1999 mapping error that placed the Limited Business designation on the wrong side of Queens Creek Road.

16. Merrimac Trail from Tam-O-Shanter Boulevard to I-64 interchange

- Area: 81.2 acres
- Existing Land Use: Philip Morris plant, Williamsburg Country Club entrance
- Current Designation: General Business, Conservation, Limited Business
- Proposed Designation: Economic Opportunity
- Comments:

A timeshare resort has been proposed for much of this property. The Economic Opportunity designation is consistent with the IL zoning for the Philip Morris plant and the proposed EO zoning for the timeshare development. It is also more compatible with General Business character of Merrimac Trail.

17. I-64/Route 199 (south interchange) – southwest quadrant

- Area: 72.9 acres
- Existing Land Use: None (property is owned by the County and VDOT)
- Current Designation: High Density Residential
- Proposed Designation: Conservation
- Comments:

The only access to this property is via Lodge Road, which has a pavement width of approximately 17'-18' and cannot safely accommodate the approximately 190 homes that could potentially be built under the High Density designation. A Conservation designation, which would further reduce the lot yield to about 14, would ensure that if this publicly owned property is ever transferred to private ownership, almost any development thereon would be a candidate for conditional rezoning.

18. Felgate's Woods site (Egger tract west of I-64 and south of Colonial Parkway)

- Area: 36.1 acres
- Existing Land Use: None
- Current Designation: High Density Residential
- Proposed Designation: Low Density Residential
- Comments:

Felgate's Woods, a 92-lot subdivision of single-family detached homes, is planned in this location. The only possible access is to Queensbury Lane, precluding construction of a second means of ingress/egress as the Subdivision Ordinance typically requires for subdivisions with 25 or more lots. In the event this subdivision is not developed, the Low Density designation would provide for a maximum of approximately 30 lots and would be a more appropriate density given the access limitations.

19. End of Queens Creek Road – east side

- Area: 47.0 acres
- Existing Land Use: Approximately 11 single-family detached homes
- Current Designation: High Density Residential
- Proposed Designation: Low Density Residential

- Comments:

With an average lot size of over 2 acres, the current development character is low-density residential. The only access is via Queens Creek Road, which has a pavement width of approximately 20'. The proposed Low Density designation reduces the potential lot yield of undeveloped property from approximately 121 to 39 lots.

20. Brewery entrance on Pocahontas Trail

- Existing Land Use: Anheuser-Busch brewery entrance road
- Current Designation: General Business
- Proposed Designation: Limited Industrial
- Comments:

Limited Industrial designation is consistent with the industrial use of the brewery and M-2 industrial zoning of the brewery in James City County.

21. Sliver parcels between I-64 and Pocahontas Trail in James City County

- Area: 4.57 acres
- Existing Land Use: Craft store/U-Haul rental establishment, 4 single-family detached homes, and 5 vacant parcels
- Current Designation: Military
- Proposed Designation: General Business
- Comments: Correction of 1999 mapping error.

22. Charles E. Brown Park (1950 Old Williamsburg Road)

- Area: 9.89 acres
- Existing Land Use: County park
- Current Designation: High Density Residential
- Proposed Designation: Conservation
- Comments:

The Conservation designation reflects the parcel's use as a public park.

23. Baptist Road/Spring Road/Boundary Road

- Area: 196.2 acres
- Existing Land Use: Approximately 40 single-family detached homes
- Current Designation: High Density Residential
- Proposed Designation: Low Density Residential

- Comments:

This area is located at the end of Baptist Road, which has a pavement width of approximately 20' and is the only means of ingress and egress. It is entirely surrounded by property owned by the National Park Service or Newport News Waterworks, making it virtually impossible to provide any additional access. Under the current designation, this area has enough undeveloped acreage to allow over 450 additional homes (generating 4500 vehicle trips per day), which could overtax the capacity of Baptist Road and would create potential emergency response problems given that Baptist Road is the only access. The Low Density Residential designation would reduce the potential lot yield to approximately 167. A higher density designation should be entertained only in the event of developer-funded improvements to provide a second means of access.

24. Kings Court/Hickory Hill

- Area: 35.79 acres
- Existing Land Use: Single-family detached homes
- Current Designation: Medium Density Residential
- Proposed Designation: High Density Residential
- Comments:

With a density of approximately 3.1 units per acre (111 units), this area should be categorized as High Density rather than Medium Density. It is fully developed and the designation simply recognizes the existing development character.

25. Barham Boulevard

- Area: 6.04 acres
- Existing Land Use: 4 single-family detached homes and a lodge building
- Current Designation: Multi-Family Residential
- Proposed Designation: High Density Residential
- Comments: Correction of 1999 mapping error

26. Yorktown Middle School/Goosley Road Fire Station

- Area: 28.66 acres
- Existing Land Use: County school and fire station
- Current Designation: Multi-Family Residential
- Proposed Designation: Conservation
- Comments:

These publicly owned properties are surrounded by National Park Service property that is designated for Conservation.

27. Northwest corner of Falcon Road/Cook Road (501 Cook Road)

- Area: 1.58 acres
- Existing Land Use: York County school bus garage
- Current Designation: Limited Business
- Proposed Designation: Conservation
- Comments: Correction of 1999 mapping error

28. Route 17 between Battle Road and Cook Road

- Area: 20.35 acres
- Existing Land Use: 7-11, Cliff's Auto, single-family detached home, Little Log Cabin day care, Terrace Grocery, ServiceMaster, Yorktown Library
- Current Designation: General Business and Medium-Density Residential
- Proposed Designation: Limited Business
- Comments:

Construction of new single-family detached homes along Route 17 should not be encouraged. The Limited Business classification would allow less intensive uses, providing a transition between the more intensive development character of the lower portion of Route 17 and the gateway into the National Park Service property and historic Yorktown.

29. Route 17

- Area: Variable
- Existing Land Use: Variable
- Current Designation: Variable
- Proposed Designation: Variable
- Comments:

For most of the Route 17 corridor the current plan depicts a General Business strip of uniform width, resulting in a commercial designation for many residential properties not fronting on Route 17. Also, much of the Newport News Waterworks property on the west side of Route 17, which should be designated Conservation, is designated General Business. Although the Plan is not intended to be parcel line-specific, the map and the text should be adjusted to reflect the intent to limit commercial development to the frontage parcels, unless otherwise noted or indicated.

30. Southwest quadrant of Route 17/Route 105 intersection

- Area: 29.3 acres
- Existing Land Use: Retail
- Current Designation: Conservation, General Business, Limited Industrial
- Proposed Designation: Multi-Family Residential and General Business with mixed use overlay
- Comments:

A quadruplex development (The Quarters of York County) is currently being developed on approximately 9 acres in this area. Existing industrial development in this area is limited to the narrow 2.4-acre parcel adjacent to the railroad tracks. Expansion of industrial development in this area would not be compatible with surrounding uses or with the proposed mixed-use node in this area.

31. North side of Fort Eustis Boulevard Extension

- Area: 5.57 acres
- Existing Land Use: 2 single-family detached homes
- Current Designation: Limited Industrial

- Proposed Designation: Medium Density Residential
- Comments:

The extension of Fort Eustis Boulevard, which will be a four-lane divided highway, is the logical dividing line between residential and commercial development.

32. South side of Fort Eustis Boulevard Extension

- Area: 9.51 acres
- Existing Land Use: None
- Current Designation: General Business and Limited Industrial
- Proposed Designation: General Business with Mixed Use potential
- Comments:

The extension of Fort Eustis Boulevard will greatly improve access to about 15 acres of undeveloped land that is well suited to commercial use and that could be appropriate for a mixed-use development proposal. The entire intersection of Routes 17 and 105 is identified as a potential mixed use area in the current plan, which notes that “this underdeveloped node is designated in the *Route 17 Corridor Plan* as a potential ‘village center’” because of its central location at the intersection of two major arterial highways and the proximity of commercial frontage to high-density housing, which creates the potential for a pedestrian-oriented mix of uses anchored by commercial development. The designation of Limited Industrial frontage along the Ft. Eustis Boulevard extension is not consistent with this vision.

33. Dominion Virginia Power property

- Area: 20.86 acres
- Existing Land Use: None
- Current Designation: Low Density Residential
- Proposed Designation: General Industrial
- Comments:

Although the property is owned by Dominion Virginia Power, Low Density Residential designation is intended to preserve Hornsbyville Road as a residential street with no commercial or industrial access. Shifting the dividing line between this residential designation and the General Industrial designation reflects a more realistic depth of residential development that could be anticipated along Hornsbyville Road.

34. Tignor Court (Port Myers)

- Area: 9.03 acres
- Existing Land Use: 6 single-family detached homes, Port Myers common area
- Current Designation: Conservation
- Proposed Designation: Low Density Residential
- Comments: Residential designation reflects the current use of the property.

35. Southeast quadrant of Route 17/Goodwin Neck Road

- Area: 17.2 acres
- Existing Land Use: Harley Davidson store, office building, church property
- Current Designation: High Density Residential

- Proposed Designation: General Business
- Comments:

These parcels front on Route 17 and have no interior access and thus are more suited for General Business development than for High Density Residential.

36. Natasha House parcel (124 Goodwin Neck Road)

- Area: 1.90 acres
- Existing Land Use: Undeveloped portion of transitional home site (Natasha House)
- Current Designation: High Density Residential
- Proposed Designation: Medium Density Residential
- Comments: Medium Density designation reflects approved use and limits business depth to the existing shopping center parcel.

37. 1105 – 1205 Waterview Road

- Area: 7.73 acres
- Existing Land Use: Single-family detached homes
- Current Designation: Limited Business
- Proposed Designation: Low Density Residential
- Comments: Correction of 1999 mapping error.

38. North Beach Road

- Area: 4.89 acres
- Existing Land Use: 3 single-family detached homes
- Current Designation: Limited Business
- Proposed Designation: Low Density Residential
- Comments: Correction of 1999 mapping error.

39. Waterview Road/York River

- Area: 7.28 acres
- Existing Land Use: 3 single-family detached homes
- Current Designation: Limited Business
- Proposed Designation: Low Density Residential and General Industrial
- Comments:

Most of the Waterview Road parcels along the York River are owned by Dominion Virginia Power or Giant Industries. The water intake channel for the power plant serves as a logical dividing line between the residential and industrial segments of Waterview Road. The General Industrial designation is consistent with the designation for the remainder of the power plant and refinery and signifies that use of those parcels should be in conjunction with those facilities.

40. Miscellaneous waterfront properties

- Area: Variable
- Existing Land Use: Various water-oriented businesses
- Current Designation: Low Density Residential
- Proposed Designation: Limited Business

- Comments:

Correction of 1999 mapping errors that misplaced the dividing line between Limited Business and Low Density Residential designations for various water-oriented businesses (Seaford Scallop, Byrds by the Bay marina, Dare Marina/Smith Marine Railway, etc.)

41. Businesses along Seaford Road

- Area: 1.24 acres
- Existing Land Use: Seaford Country Market, insurance office
- Current Designation: Low Density Residential
- Proposed Designation: Limited Business
- Comments: Correction of a 1999 mapping error that placed various small neighborhood businesses in a residential category.

42. Grafton High School/Middle School complex

- Area: 49.9 acres
- Existing Land Use: County high school/middle school campus
- Current Designation: Multi-Family Residential
- Proposed Designation: Conservation
- Comments: This publicly owned property abuts Newport News watershed property.

43. Kentucky Heights

- Area: 49.9 acres
- Existing Land Use: Approximately 25 single-family detached homes and many vacant parcels
- Current Designation: Low Density Residential
- Proposed Designation: Limited Industrial
- Comments:

Much of this property is owned by the Peninsula Airport Commission, which plans eventually to extend one of the existing runways into this area. The Limited Industrial designation for those properties that would need to be acquired recognizes the ultimate use of the property. Oriana Road lies in the path of the proposed runway extension, requiring either bridging over or realigning a segment of Oriana Road. Any realignment should be limited to the segment between Harwoods Mill Reservoir and Denbigh Boulevard, where it should tie into the planned signalized intersection of Denbigh Boulevard and Independence Boulevard (the spine road through Colony Pines of York/Lakewood Village). With the possible extension of Independence Boulevard to Richneck Road (discussed in #26 below), this would provide for a continuous corridor from Route 17 to Ft. Eustis Boulevard, which could divert significant amounts of traffic off of both of these congested highways.

44. Homes along Seaford Road

- Area: 5.19 acres
- Existing Land Use: Single-family detached homes
- Current Designation: Limited Business
- Proposed Designation: Low Density Residential
- Comments: Correction of a 1999 mapping error that placed several homes in a

commercial category.

45. York Point/Baytree Beach

- Area: Over 900 acres
- Existing Land Use: Single-family detached homes
- Current Designation: Low Density Residential
- Proposed Designation: Conservation
- Comments:

Much of this low-lying area consists of salt marshes and other environmentally fragile areas (wetlands, high water table, Chesapeake Bay area) that need to be protected from the potentially adverse impacts of indiscriminate development. The area is located in the flood plain and the storm surge area for a Category 1 storm. Furthermore, unlike other storm surge areas – such as Dare – that have similar environmental constraints, this area has only one means of ingress and egress (Seaford Road).

46. Dare Professional Park

- Area: 28.5 acres
- Existing Land Use: Grafton Shopping Center, nursing home, miscellaneous retail
- Current Designation: Medium Density Residential
- Proposed Designation: Limited Business with Mixed Use Overlay
- Comments:

A single property owner has assembled a large amount of acreage in the area bounded by Grafton Branch subdivision, Route 17, Wolftrap Road, and Dare Road, including most of the Dare Professional Park. The Limited Business designation corrects the inappropriate medium density residential designation for the Dare Professional Park area and would signify the need for a well-designed transition between more intensive commercial development along Route 17 to the west and residential development to the east. This area abuts development along Route 17 where the current plan calls for mixed use development (i.e., on both sides of Grafton Drive and along Route 17 between the two Grafton Drive intersections) in recognition of the existing mix of commercial and high-density residential uses in close proximity to one another in a relatively compact centrally located area contributes to the potential for some type of pedestrian-oriented “village activity center” consistent with the recommendations of the *Route 17 Corridor Study*.

47. Denbigh Boulevard/Newport News city line

- Area: 168 acres
- Existing Land Use: Residential subdivision under development
- Current Designation: High Density Residential and General Business
- Proposed Designation: High Density Residential and General Business with Mixed Use potential

- **Comments:**

Representatives of Lewis McMurren, spoke to the Steering Committee at its February 24 meeting about Mr. McMurren's plans for developing the area between Denbigh Boulevard and Richneck Road along the Newport News city line. Mr. McMurren is currently developing a residential subdivision, approved by the Board of Supervisors in 1993, on a portion of this property and is interested in developing a mixed-use neo-traditional or "traditional neighborhood development" (TND) on the remainder. This project would entail the construction of a road connecting Denbigh Boulevard to Ft. Eustis Boulevard via Richneck Road. The TND concept (Port Warwick in Newport News and New Town in James City County, for example) provides for the mixing of uses in a compact, high-density arrangement that allows people to live, work, and recreate in the same neighborhood. Unlike conventional subdivisions, TNDs include narrow, interconnected streets (with lane widths of 10' to 11') that various studies have shown to be safer than the wide subdivision that are typically being built today, front porches that actually foster interaction with neighborhoods, and the integration of commercial and residential uses – and different types and costs of residential uses – in a single development.

Since these plans are contingent on the developer acquiring watershed property from Newport News Waterworks, it would be premature to extend the mixed use overlay designation to the property unless and until the city indicates its willingness to declare any of this watershed property surplus. The proposed road extension is consistent with the Newport News comprehensive plan, which recommends a "Denbigh/Ft. Eustis Connector" between Denbigh Boulevard and Ft. Eustis Boulevard in York County.

48. Lee's Village

- Area: 10.6 acres
- Existing Land Use: Single-family detached homes
- Current Designation: General Business
- Proposed Designation: Medium Density Residential
- Comments: Correction of 1999 mapping error

49. Carraway Terrace

- Area: 2.64 acres
- Existing Land Use: Single-family detached homes
- Current Designation: General Business
- Proposed Designation: Medium Density Residential
- Comments: Correction of 1999 mapping error

50. Mill Farm/Cardinal Lane/Yorkshire

- Area: 25.7 acres
- Existing Land Use: Single-family detached homes
- Current Designation: General Business
- Proposed Designation: Medium Density Residential
- Comments: Correction of 1999 mapping error

51. Newport News Waterworks parcel at the end of Darby Road

- Area: 17.8 acres
- Existing Land Use: None

- Current Designation: Medium Density Residential
- Proposed Designation: Conservation
- Comments: As elsewhere, the Conservation designation is appropriate for watershed property.

52. Kiln Creek park

- Area: 20.9 acres
- Existing Land Use: County park
- Current Designation: Medium Density Residential
- Proposed Designation: Conservation
- Comments: The Conservation designation reflects the property's use as a public park.

53. Wal-Mart

- Area: 19.3 acres
- Existing Land Use: Wal-Mart store
- Current Designation: Medium Density Residential
- Proposed Designation: General Business
- Comments: The General Business designation reflects the property's current use.

54. Keener-Cupp-Berrane property

- Area: 122.7 acres
- Existing Land Use: ADB Auctions, York Auto Parts, Pine Meadow Vet Clinic, horse stable, single-family homes
- Current Designation: Economic Opportunity and General Business
- Proposed Designation: Economic Opportunity and General Business with Mixed Use potential
- Comments:

A large amount of acreage in this area is comprised of relatively few parcels controlled by a few property owners, creating the opportunity for some type of master-planned business park that could also include a residential component. The current plan designates this area, which extends from the end of Commonwealth Drive all the way to Route 17, for Economic Opportunity in recognition of its proximity to the airport and I-64 on one end and to Route 17 on the other, creating the potential for a mix of office, light industrial, and retail uses. There appear to be significant wetlands in the area, which could provide opportunities for attractive housing areas, as part of a mixed use development, with units clustered around common open space; residential development currently exists on the opposite side of Commonwealth Drive in the City of Newport News. The proposed mixed-use overlay would include all the Route 17 frontage area between Bethel industrial Park and the Kiln Creek Shopping Center, which includes some fairly large parcels and some undeveloped (nonconforming residential) properties. A full-area overlay would perhaps prompt some additional assemblage considerations and some needed redevelopment.

55. York Meadows parcels

- Area: 18.6 acres
- Existing Land Use: 39 single-family detached homes and York Meadows common areas

- Current Designation: General Business
- Proposed Designation: High Density Residential
- Comments: High Density Residential designation reflects development of York Meadows subdivision.

56. Planned Developments (Coventry, Kiln Creek, Yorkshire Downs, Meadowlake Farms)

- Area: Variable
- Existing Land Use: Single-family attached housing (townhouse, duplex, etc.)
- Current Designation: Multi-Family Residential
- Proposed Designation: High Density Residential
- Comments:

Although often comprised of different sections with different types, densities, and styles of units, each Planned Development is basically a single housing development. The High Density Residential designation reflects the overall density within these developments. For this same reason, the High Density Residential designation is proposed for the Oakwood subdivision within the Villages of Kiln Creek (rather than Medium Density Residential).

57. Rodgers A. Smith Boat Landing

- Area: 2.21 acres
- Existing Land Use: County boat ramp
- Current Designation: Low Density Residential
- Proposed Designation: Conservation
- Comments: Since the property is a public recreational facility, the Conservation designation is appropriate.

58. Route 134/Big Bethel Road

- Area: 50.6 acres
- Existing Land Use: County boat ramp
- Current Designation: General Business
- Proposed Designation: Medium Density Residential
- Comments:

Reduction of the General Business node in this location from 72.7 to 22.1 acres reduces the commercial road frontage from approximately 900' - 1,000' to 400' – 550', which is more consistent with the “nodal development” concept in terms of preventing strip commercial development. The exception is the southwest quadrant of this intersection, where development has resulted in the creation of a residual parcel along Route 134 where residential development would not be feasible or desirable.

59. Bethel Manor

- Area: 450.1 acres
- Existing Land Use: Military housing for Langley Air Force Base
- Current Designation: Multi-Family Residential
- Proposed Designation: Military
- Comments:

Although it is a very high-density housing development, Bethel Manor is a military facility. The Military designation is consistent with designation of other military facilities in the County.